

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5880

第七廿月八年四十三緒光

TUESDAY, SEPTEMBER 22, 1908.

二拜禮

號二十月九年九其港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... " 15,100,000

Head Office—YOKOHAMA

**Branches and Agencies:**  
TOKIO, CHEFOO,  
KOBE, TIENTSIN,  
OSAKA, PEKIN,  
NAGASAKI, NEWHONGWANG,  
LONDON, DALNY,  
NEW YORK, PORT ARTHUR,  
SAN FRANCISCO, ANTUNG,  
HONOLULU, LIOYANG,  
BOMBAY, MUKDEN,  
SHANGHAI, TIE-LING,  
HANKOW, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 1 per cent.  
per annum on the Daily Balances.

On Fixed Deposits—  
For 12 months ..... 5% p.a.  
" 6 months ..... 4% p.a.  
" 3 months ..... 3% p.a.

TAKKO TAKAMICHI,  
Manager.  
Hongkong, 14th September, 1908. [23]

### DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

**BRANCHES:**  
Berlin, Calcutta, Hamburg, Hankow,  
Kobe, Peking, Singapore, Tientsin,  
Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND  
BANKERS:

Koenigliche Seehandlung (Preussische  
Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder  
Berliner Handels-Gesellschaft  
Bank fuer Handel und Industrie  
Robert Warshawsky & Co.  
Mendelssohn & Co.  
M. A. von Sinschild & Soehne, Frankfurt  
Jacob S. H. Stern, a/M.  
Norddeutsche Bank in Hamburg, Hamburg.  
Sal. Oppenheim jr. & Co., Koln.  
Bayrische Hypothek und Wechselbank,  
Muenchen.

**LONDON BANKERS:**  
Messrs. N. M. Rothschild & Sons.  
THE UNION OF LONDON AND SMITH'S BANK,  
LIMITED.  
DEUTSCHE BANK (BERLIN) LONDON AGENCY.  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

A. KOEHN,  
Manager.  
Hongkong, 4th December, 1907. [30]

### NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).  
RESERVE FUND Fl. 5,753,884.84  
(about £470,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

**BRANCHES:**—Singapore, Penang, Shanghai,  
Rangoon, Samarang, Sourabaya, Cherbon,  
Tegal, Pecalongan, Paseroean, Tjilatjap,  
Padang, Medan (Deli), Palembang, Kota-  
Radja (Acheen), Bandjermasin.  
Correspondents at Macassar, Bombay, Colombo,  
Madras, Pondicherry, Calcutta, Bangkok,  
Sagor, Saigon, Haiphong, Hanoi, Amoy,  
Yokohama, Kobe, Melbourne, Sydney,  
New York, San Francisco, etc.

**LONDON BANKERS:**  
THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

THE Bank buys and sells and receives for  
collection Bills of Exchange, issues  
letters of credit on its Branches and correspond-  
ents in the East, on the Continent, in  
Great Britain, America, and Australia, and  
transacts banking business of every description.

INTEREST ALLOWED.  
On Current Accounts 2% per annum on daily  
balances.  
Fixed Deposits 12 months 4% per annum.  
Do. 6 do. 4% do.  
Do. 3 do. 3% do.

J. L. VAN HOUTEN,  
Agent.  
Hongkong, 16th July 1908. [26]

### THE GRAND CARLTON HOTEL

8 & 10, Ice House Road—Telephone No. 812.

WILL OPEN ON 1ST OCTOBER NEXT.

The Most Luxurious, Quiet and Comfortable Private Residence.  
Absolutely free from the Nerve-torturing Noises of the Streets of the  
City.

Forty Large Rooms Elegantly Furnished.  
Matron in attendance. Excellent Cuisine.  
Terms very moderate.

Tel. Address: "Grand"  
O. E. OWEN,  
Proprietor.

Hongkong, 16th July 1908. [26]

Hongkong, 16th July 1908. [26]

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Hongkong, 16th July 1908. [26]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS

SHANGHAI, MOJI, KOBE & SUMATRA	About 25th	Freight and Passage.
SHANGHAI	About 1st	Freight and Passage.
LONDON, &c., via usual Ports	3rd Oct.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	About 7th	Freight and Passage.

For Further Particulars, apply to  
F. J. ABBOTT,  
Acting Superintendent.  
Hongkong, 21st September, 1908. [7]

## Intimations.

### LANE, CRAWFORD & CO.

LADIES' DEPARTMENT.

### SPECIAL BARGAIN SALE OF SUMMER AND AUTUMN GOODS

INCLUDING  
HATS, COSTUMES, SKIRTS, BLOUSES,  
HOSIERY, ETC.

Sale commences MONDAY, Sept. 28th.  
Sale closes SATURDAY, Oct. 3rd.

LANE, CRAWFORD & CO. [38]

## V. O. S.

EXTRA SPECIAL FINEST  
LIQUEUR  
ARE THE BEST WHISKIES OBTAINABLE.



Telephone  
No. 75.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,  
WINE AND SPIRIT MERCHANTS,  
15, Queen's Road Central.

Hongkong, 22nd September, 1908. [40]

### THE SAVOY, 13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch  
Shirts.

Outfitters.  
W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Satow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [53]

### INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS CO.

(THE  
GREAT TRANS-SIBERIAN ROUTE  
TO EUROPE.)

HAVING been appointed AGENTS for  
the above Company, we shall be  
pleased to give any information as to rates of  
passage, &c., in connection with above.

SHEWAN, TOMES & CO.  
Agents.

Hongkong, 1st July, 1907. [47]

### HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

Hongkong, 2nd July, 1908.

MANAGER.

Hongkong, 2nd July, 1908. [4]

## Shipping—Steamers.

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND  
THE CHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

S.S. "HONAM" 4,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons,  
"HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.  
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing  
Lok Street Wharf and at 3 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.  
Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. ..... \$5.00  
Do. do. do. Monday do. ..... \$4.00

#### CANTON-MACAO LINE.

S.S. "HOI SANG".

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.  
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF  
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION  
COMPANY, LTD.

#### CANTON-WUCHOW LINE.

S.S. "SAINAM", 588 Tons, and "NANNING", 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and  
Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.  
Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are  
lighted throughout by electricity.

#### EXCURSION TO MACAO.

On SUNDAY, 27th September.  
S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF, at 9 A.M.  
Departure from Macao at 6 P.M.

Popular Excursion Rates as usual.  
Machado's String Band will play selections of Music during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and  
from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
HOTEL MANSIONS, (FIRST FLOOR),  
opposite the Hongkong Hotel. [6]

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights

A. F. DAVIES,  
Manager. [12]

Hongkong, 11th June, 1907. [12]

### CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT

### HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appoint-

ments, Renowned Cuisine, Dark-Room for Photographers. Charges Moderate.

HENRY LUTZ,  
Manager. [109]

Hongkong, 16th July, 1908. [109]







## Intimation.

**Wm. Powell, Ltd.,**

**ALEXANDRA BUILDINGS.**

**FURNISHING DEPARTMENT.**

[Lift to First Floor.]

**Important Display of Furnishing Fabrics.**

**BROCADES, TAPESTRIES, DAMASKS.**

**Special Attention**

**Coast Orders.**

**CHINTZES, CRETTONNES, CASEMENT CLOTHS.**

**Artistic and Exclusive Stock.**

**Wm. Powell, Ltd.,**

**General Drapers, Furnishers, Des Vaux Road, and 28, Queen's Road, HONGKONG.**

Hongkong, 22nd September, 1908.

## Intimations.

**HONGKONG ST. ANDREW'S SOCIETY.**

**THE ANNUAL GENERAL MEETING** of the above Society will be held in the CITY HALL, on FRIDAY the 25th instant at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, and of electing officers for the ensuing year, &c.

**DAVID WOOD,**  
Acting Honorary Secretary.  
Hongkong, 22nd September, 1908. [809]

**HONGKONG CRICKET LEAGUE.**

**ENTRIES FOR THE HONGKONG CRICKET LEAGUE SHIELD COMPETITION 1908/9** will close to the undersigned on SATURDAY, 26th September.

Entrance Fee \$10 each team.  
**A. E. ASGER,**  
Hon. Sec. and Treas.  
Hongkong, 18th September, 1908. [851]

**COLONIAL SECRETARY'S DEPARTMENT.**

**N. O. 653.**—With reference to Government Notification No. 491 of 13th July, 1908, which is hereby cancelled, it is notified that, on and after 1st January, 1909, the Fees (payable monthly) at Queen's College will be \$48 per annum in all classes.

**F. H. MAY,**  
Colonial Secretary.  
Hongkong, 15th September, 1908. [859]

**PABST BREWING COMPANY, MILWAUKEE.**

**FRESH SUPPLIES**

ALWAYS KEPT IN STOCK

BY

**SIEMSEN & Co.,**

Agents for

**HONGKONG & SOUTH CHINA.**

Hongkong, 10th July, 1907. [81]

**PEAK TRAMWAYS COMPANY, LIMITED.**

**TIME TABLE.**

**WEEK DAYS.**

7.00 a.m. to 9.30 a.m. ... Every 10 minutes

9.30 a.m. to 11.00 a.m. ... Every 15 minutes

11.00 a.m. to 12.45 p.m. ... Every 15 minutes

12.45 p.m. to 1.15 p.m. ... Every 10 minutes

1.15 p.m. to 1.45 p.m. ... Every 15 minutes

1.45 p.m. to 2.15 p.m. ... Every 15 minutes

2.15 p.m. to 3.00 p.m. ... Every 15 minutes

3.00 p.m. to 5.00 p.m. ... Every 15 minutes

5.00 p.m. to 8.00 p.m. ... Every 10 minutes

**NIGHT CARS.**

8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

**SUNDAYS.**

8.00 a.m. to 9.00 a.m. ... Every 15 minutes

9.00 a.m. to 9.30 a.m. ... Every 30 minutes

9.30 a.m. to 10.30 a.m. ... Every 15 minutes

10.30 a.m. to 11.00 a.m. ... Every 10 minutes

11.00 a.m. to 12.00 noon ... Every 15 minutes

12.00 Noon to 1.10 p.m. ... Every 10 minutes

1.10 p.m. to 5.00 p.m. ... Every 15 minutes

5.00 p.m. to 8.00 p.m. ... Every 15 minutes

8.00 p.m. to 8.30 p.m. ... Every 10 minutes

**NIGHT CARS as on Week Days.**

**SATURDAYS.**

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

**SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.**

**JOHN D. HUMPHREYS & SON,**

General Managers.

Hongkong, 24th March, 1907. [87]

**GREEN ISLAND CEMENT COMPANY, LIMITED.**

**PORTLAND CEMENT.**

In Casks of 37½ lbs. net \$5.50 per Cask

or Factory.

In Bags of 50 lbs. net \$3.45 per Bag

or Factory.

**SHEWAN TOMES & Co.,**

General Managers.

Hongkong, 15th August, 1908. [85]

**MUSIC LESSON.**

**LESSONS in Violin, Mandoline and Guitar** at pupils' residence.

Evening engagements for Dances and Concerts.

Apply to—

**E. J. LOPES,**

C/o Hongkong Telegraph Office.

Hongkong, 9th March, 1908. [81]

**D. NOMA,**

PROFESSIONAL TATTOOIST

AND

THE EXPERT REMOVER OF TATTOO MARKS.

No. 40 QUEEN'S ROAD, CENTRAL.

**PATRONISED** by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct maintenance a specialty.

Hongkong, 1st September, 1908. [804]

## THE UNITED STATES AND CHINA.

The N. Y. Sun says:—Those Americans who are talking about an alliance between our country and the Chinese Empire, can hardly have given the subject any serious thought. We do not want an alliance with any foreign Power, least of all with one that could render us no equivalent for the sacrifices we might have to make.

All we now want or shall ever want from China is the "Open Door"; that is to say, the commercial privileges that now are or hereafter may be conceded to the "most favoured nation." This, the sum of our desires, is already assured to us by our commercial treaties with the Peking Government. It does not follow that the Japanese or the Germans who are on an equal footing, may not outstrip us in the commercial field through the exercise of superior astuteness or energy. Legitimate competition we must expect, and there is no proof that Japan is practising any competitive methods that are not legitimate. If she shall show herself capable of underselling our exporters in the Chinese market, we shall have no more reason to complain than we have of the fact that Great Britain has outstayed us from the place which fifty years ago we occupied in the ocean carrying trade. It is our own fault and nobody else's that our flag is now seldom seen in foreign harbours, and if our merchants in like manner disappear from the Chinese treaty ports we can blame none but ourselves.

The people who are talking of an "alliance" do not specify what kind of a compact they want. Have they in mind such an alliance as exists between Great Britain and Japan, whereby each of the parties is bound to assist the other should the latter be assailed by one or more Powers? At the time when the last named agreement was made each of the signatories had something to gain. Japan could rely on the assistance of the British navy in an emergency like that which she encountered in 1895, when Germany, France and Russia combined to deprive her of the Liaotung Peninsula. Great Britain on her part—the present treaty with Russia not having yet been arranged—could count upon the aid of a Japanese army in the event of a Russian invasion of India. An alliance, on the other hand, between the United States and China would be glaringly one-sided. Undoubtedly with our fleets and armies we would assist the Chinese to resist encroachments on the part of their Japanese neighbours but what could China do for us if the Philippines or Hawaii were subjected to invasion or threatened with it? She no longer possesses even the semblance of a navy, and very little confidence is placed in her military efficiency. Indeed only in the province of Chili does she even pretend to maintain a disciplined and well armed force. How, then, could China compensate us for the risks to which we might expose ourselves by a defensive alliance? Not by any special commercial privileges, for she could make no concessions with regard to trade which would not forthwith be shared by every nation whose commercial treaty with the Peking Government contains the "most favoured nation" clause.

We have never had an alliance with any foreign Power since we repudiated the obligations contracted by us in 1778 with France. Not even in 1812, when we found ourselves involved a second time in war with Great Britain, did we form a new alliance with France, though we were tempted to do so. Possibly during our civil war if France and Great Britain had intervened on behalf of the Southern Confederacy we might have accepted an alliance with Russia; but then the nation's life would have been at stake, as it was in 1778.

There are, no doubt, conceivable contingencies in which an alliance with a foreign Power might seem to us of vital moment. No such conjuncture is now in sight.

**PLANTER MAULLED BY A TIGER.**

**AMPUTATION OF LEG AND ARM FOUND NECESSARY.**

A despatch from Calcutta, dated August 29, states that a report has been received from Sylhet giving details of a serious hunting accident to a popular tea-planter in Chorgola Valley, Sylhet, Mr. Strachan.

The gentleman sat up on a machan on the evening of August 12 over a kill, accompanied by Mr. Anderson. A tigress appeared and Mr. Strachan fired twice and wounded the animal badly. It however made off, and dropped on a sun-grass hillock in the rear of the machan. Next morning it was proposed to follow up the tracks, and Messrs. Strachan, Anderson and Le Mesurier made up a party. The animal was tracked to some very heavy elephant jungle about half-a-mile away from where it was supposed to have fallen, and when the sportsmen entered the patch the tigress charged out and pinned Mr. Strachan, but not before he had emptied both barrels of his rifle at her—once shot taking effect. Messrs. Anderson and Le Mesurier, who were slightly in the rear, came up and despatched the tigress.

On pulling Mr. Strachan out from under the dead animal, it was found he had been badly mauled on one hand and foot. His chest and side were also badly lacerated. He was taken to a neighbouring bungalow with all speed and attended to by the local practitioners, Dr. Silvester, assisted by a Native doctor. It has since been necessary to amputate one arm and one leg, and the patient lies in a precarious condition. Great credit is due to the doctors who have successfully carried out a dangerous operation with much skill and with only such appliances and help as could be obtained in the jungle. The accident has cast a gloom over the district. Mr. Strachan was a most popular planter and a good sportsman, having been responsible for the death of several tigers. The tigress was in the condition and measured 8 ft. 7 inches.

## THE CHINESE IN BATAVIA.

**PROPOSED BANK.**

The Chinese resident at Batavia have long been eager to have a bank of their own, but none of them proved venturesome enough to take the first step to carry out the idea. The Java Bids bears now that the scheme is on the point of materialising. A delegate from the Siam Hui, an Association in Singapore, arrived at Batavia on August 21, with the object of talking the matter over with the branches of the Association there and with the leading members of the Chinese mercantile community. A meeting was held for the purpose, at which the scheme was discussed, but no resolutions were passed. Those present were informed that the Siam Hui of Singapore would raise one million of dollars, should the establishment of the Bank be proceeded with. In that case, the head office of the Bank would be established at Shanghai, and branches would be opened in different parts of Netherlands India. Arrangements were then made for delegates from the Chinese Chambers of Commerce at Singapore and Shanghai to hold a meeting to explain the banking scheme to the Chinese mercantile community at Batavia on September 3. The Java Bids learns that there is every likelihood of the proposed bank being an accomplished fact ere long.—Straits Times

**To Let.**

**TO LET.**

**HATHERLEIGH, CONDUIT ROAD.**

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16B, DES VOUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VOUX ROAD CENTRAL, 1st Floor.

Apply to—

**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 1st September, 1908. [666]

**TO LET.**

**"THE NEW UK," No. 84, THE PEAK,** fully furnished, Garden and Tennis Court with immediate possession.

Apply to—

**PERCY SMITH AND SETH,**

No. 5, Queen's Road Central.

Hongkong, 8th September, 1908. [824]

**TO LET.**

**GODOWN No. 4A, DUDDELL STREET.**

Apply to—

**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 1st September, 1908. [490]

**TO LET.**

**A HOUSE in KNUTSFORD TERRACE,** Kowloon.

Apply to—

**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 1st September, 1908. [159]

**TO LET.**

**FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarter.**

Apply to—

**DAVID SASSOON & Co., LD.**

Hongkong, 22nd May, 1908. [257]

**TO LET.**

**OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.)**

Apply to—

**THE COMPTON DEPARTMENT, E. D. SASSOON & Co., Queen's Road Central.**

Hongkong, 9th June, 1908. [188]

**THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.**

**A BROKEN-DOWN SYSTEM.**

This is a condition (or disease) in which the body gives many signs, but which few of them really understand. It is simply weakness—break-down, as it were, of the vital force that sustains the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, nervousness, loss of appetite, depression of spirits, and want of energy for all the ordinary affairs of life. Now, what a boon it is to have a remedy that will cure this condition, and restore the body to its normal state of health and vigor.

**VITAL STRENGTH & ENERGY**

to throw off these morbid feelings, and experience the joy of a night's sleep, and the day this may be more certainly secured by a course of

**THE NEW FRENCH REMEDY THERAPION No. 3**

to throw off these morbid feelings, and experience the joy of a night's sleep, and the day this may be more certainly secured by a course of

**THE EXPIRING LAMP OF LIFE**

is a condition (or disease) in which the body gives many signs, but which few of them really understand. It is simply weakness—break-down, as it were, of the vital force that sustains the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, nervousness, loss of appetite, depression of spirits, and want of energy for all the ordinary affairs of life. Now, what a boon it is to have a remedy that will cure this condition, and restore the body to its normal state of health and vigor.

**THERAPION**

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**THERAPION**

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## Intimations.

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A. S. WATSON & CO.,  
LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 5th September, 1908.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 22, 1908.

AMERICAN TRADE WITH ASIA.

The Press in the United States continues to devote considerable space to the recent decision of the railway companies concerning the transport of freight as affecting the Pacific line of steamers. Writing in a recent issue, the *San Francisco Chronicle* observes:—As was expected, the trans-continental railroad lines will from November 1st cease all attempts to secure import or export business by way of the Pacific. That means that none of the railroads will after that date endeavour to secure business for ships on the Pacific by meeting competition as it exists from day to day by the Suez route. The rates between Asia and interior points in the United States via Puget Sound or San Francisco will be the regular published railroad rates from ports of entry plus whatever rates the steamship companies may choose to make. Whatever the burden of competition, the steamship companies must bear it all. As the Atlantic companies are in a position to temporarily reduce rates on Asiatic business to a point sufficient to drive American Pacific steamers off the route, that will doubtless be done, except in one contingency. The subsidized Japanese ships can and doubtless will make rates which, added to the regular railroad rates to the interior, will make some competition for the Suez route. Even Japanese ships may not be able to run at a profit, for the Atlantic companies which take business for Europe, the Levant and all points between New York and Yokohama can, perhaps, make rates on traffic east of Singapore which even the Japanese cannot meet on the Pacific, and will be able to maintain soliciting agencies in towns where a solicitor of a Pacific line could not earn office rent. The result of the ruling of the Interstate Commission, that rates between interior points in the United States and non-contiguous foreign countries must be published like domestic rates, necessarily broke up the Pacific carrying trade in American bottoms. It cannot be got in the face of Suez competition. Whether the Japanese can get it remains to be seen. The business will be turned over to them to try. A Japanese line may represent American capital, but will fly the Japanese flag and be manned by Japanese. It is not at all possible that a Japanese company can compete with Suez lines to hold up rates and stop cut-throat competition. In their lines from Yokohama to India they have means of retaliation which

Americans lack. However disastrous the result, the Interstate Commerce Commission is not to blame. It seems to have interpreted the law correctly. The fault lies in legislation hastily enacted in a vindictive spirit at the highest of agitators who see profit to themselves in vicious attacks on all forms of prosperity. The passage of a rate bill and the reduction of the great corporations to obedience to the law was a vital necessity. If they had in good faith co-operated in perfecting the law this and many minor inconveniences would have been spared to the public. When they would not co-operate but fought all effective regulation, it was inevitable that sweeping provisions of the law would have effects not foreseen by their authors. As conditions are to-day, any attempt to regulate rates from interior points in America to non-contiguous foreign countries by any impairment whatever of freedom of action on the part of the railroads must result in the best-situated ocean lines getting the entire trade and keeping it until they can safely raise rates to suit themselves. If we desire an American Pacific steamship service, concludes our San Francisco contemporary, we must repeal all provisions of law which impair the ease and vigour of its competition, and must also pay such rates for ocean postage as will fully offset the Japanese subsidies and low wages.

## LOCAL AND GENERAL.

ONE of the most satisfactory indications that plague is finished in Hongkong is found in the statement issued to-day by the Sanitary Department to the following effect:—"These returns will not in future be sent unless there is a plague case to report."

THE U.S. transport *Seward* sailed from Manila at noon on 17th inst. for Shanghai where she will undergo repairs, and will remain at that port for about nine weeks. She will be thoroughly overhauled and will be as good as new upon her return to Manila.

In response to a request from the Grand Council asking the Ministry of Posts and Communications to provide railway transport for the Buddhist Poudi and his retinue between Cheung and Peking, H.E. Chen Pih has informed the Grand Council that a special train will be ready for this purpose upon the Dalai Lama's arrival at Cheung. The train will leave that city at 7.15 a.m. so as to arrive at Peking at 1.02 p.m. on the same day.

IN spite of the protests of the Chinese and foreign merchants in Tientsin, the Viceroy of Chihli has been requested by the Ministry of Finance to enforce the new stamp duty regulations in his province as soon as possible. Viceroy Yang has also been instructed to inform the Consuls of the various Powers in Tientsin that the duty has been ordered by the Throne to be introduced into the country in order to make up the deficiency that will be made in the revenue caused by the prohibition of opium consumption and poppy cultivation.

AS an outcome of the request from the Viceroy of the Yun-Kwei provinces to be permitted to requisition arms and ammunition from the Hupai Viceroyalty to equip the new Army Corps which is being organized in Yunnan province, after the Peiyang model the Ministry of War has reported to the Throne that the various Army Corps in Hupai need all the arms and ammunition that are now in that province. The Ministry of War, however, suggests that the sum of Tls. 50,000 be given to the Yunnan authorities to purchase the necessary arms, etc. themselves.

CONSIDERABLE excitement was caused the other day in Court circles by the news that the Empress Dowager had summarily banished the Chief Eunuch, Tsui An, from the Palace. Tsui An was the most powerful Eunuch in Peking and he must have been guilty of some serious fault to have received such drastic treatment at his Imperial Mistress's hands. The decree of banishment also forbids the disgraced Eunuch from re-entering the precincts of the Palace at any future time. We (*N. C. D. News*) here add that the notorious Li-Lien-yung who has been known as the Chief Eunuch and confidant of the Empress Dowager, has been in retirement for the past few years on account of old age and general ill health; since which time he has seldom, if ever, done any service in the Palace, his duties being undertaken by the now disgraced Tsui An.

MARQUIS IAOYU is reported to have regained the use of speech and to be quite sensible of his surroundings, but little hope is held out of a recovery. Okiu is crowded with anxious visitors. A postcard was recently received at Marquis IAOYU's residence, purporting to come from an Osaka girl of seventeen named Fukumori Takeko, in which the writer declared her intention to offer up her life as a sacrifice in order that the Marquis might be spared. "The Marquis' relatives and Prince Ito," she wrote, "may be satisfied. I am going to the eternal sleep in the place of the Genro." The writer, who added that by the time the card was received she would be "on the way to Heaven," described herself as an orphan without friends to mourn her. The card was stained with a substance resembling blood. It will be remembered that after the attempted assassination of the present Emperor when visiting Japan as Tsarevich, a Japanese girl killed herself to atone for the deed.—*Kobe Herald*.

## RABBIT CRUSHING.

The following is the result of work at Rabbits for the four weeks ending 18th inst.—  
Bukit Komau—Stone crushed 3,800 tons; Gold obtained 869 ounces; Average per ton, 45.7 dwts.  
Bukit Malacca—Stone crushed 2,946 tons; Gold obtained 233 ounces; Average per ton, 4 dwts.

## Important Arms Case.

GERMAN OFFICER PROSECUTED.

DEPENDANT CONVICTED.

In the Police Court, this morning, before Mr. J. H. Kemp, the case in which Mr. Rudolf Behram, second officer of the German steamship *Ambria*, was charged with illegal possession of a quantity of firearms, consisting of five sporting rifles and four revolvers, was resumed after being remanded yesterday.

Mr. E. Davidson, of Messrs. Hastings and Hastings, appeared on behalf of the defendant. The defendant was the first person to be examined.

You are the second officer of the s.s. *Ambria*?

Yes.

Are you the owner of these firearms?

You had them in your cabin on board the *Ambria*?

Has it been your habit to have arms with you?

For what reason did you have so many on board?

How long have you been in the habit of carrying arms?

When you were at home, you used to visit gunsmiths' shops, and if you fancied any new guns, you would purchase them?

What do you use the revolvers for?

For target practices. Two have not been used. The remainder have been used by the captain, doctor and myself.

What was your idea of getting the ones not used?

Do you practice on the target on board the ship itself?

Is that the target Detective-Sergeant Terrett saw?

Did you know a permit was required to have firearms in your possession in this harbour?

Did you know you were not allowed to sell firearms in this Colony?

Has anyone ever asked you to sell firearms here?

Can you account for Sergeant Terrett's statement that papers were found that had evidently been used as wrappers for the firearms?

Did you attempt to conceal the firearms in any way?

How many of them were there in the cabin when the Police saw them on the previous occasion?

Nothing was mentioned to you on that occasion about their possession being illegal?

Are you an officer of the German Navy Reserve?

What is your duty as one?

Do the regulations require you to have a revolver always?

Here, Detective-Sergeant Terrett asked, if the arms produced in Court were the only ones witness brought to the Colony this time.

What about a Browning pistol found in your cabin?

When the Police searched your cabin, they searched it pretty thoroughly?

Where was the Browning pistol lying?

Mr Kemp at this juncture drew defendant's attention to the fact that it was rather extraordinary that the pistol was not found if it was lying on a shelf.

Edwin Deinat, master of the s.s. *Ambria*, was next called.

Do you recognize these firearms?

They are the property of the second officer of your ship?

What use did he make of them on board the *Ambria*?

Did you know that Mr Behram had these arms on board?

Did he sell any so far as you are aware?

Have you any idea why he kept these arms?

After further evidence had been taken from the 3rd officer, Mr. Davidson submitted that the purpose of the firearms in defendant's possession was quite an innocent one, and, therefore, the Court ought to impose a nominal fine.

Mr. Kemp found the defendant guilty of a substantial offence. He fined defendant \$500 or the alternative of three months' imprisonment. His Worship directed the firearms to be forfeited.

## MARINE COURT.

DISOBEYING LAWFUL COMMANDS.

In the Marine Court, this morning, before the Hon. Commander Basil R. H. Taylor, R.N., Captain G. E. Bigdeli, master of the British s.s. *Zarbi*, charged Leung Shing, Chan Man, Li Ki, Sing Sang, Kwok Chong, Leung Chiu, Lo Fook, Ip Shan, Man Fook, Man Wah, Man Kiu, Man Yai, Man Lok, Man Wai, Man Son, Man Lin, Leung Fo, and Leung Ngow, seamen belonging to his ship, with continued willful disobedience to the lawful commands of the complainant on board ship from the 25th August to the 1st September. Each of the defendants named refused duty for the period in question. Varrants were forthwith issued for their arrest.

## CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

## TRAM CONDUCTORS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir.—The rash conduct of the tram conductors has on several occasions been brought to the notice of the public and police; and although the managers, Mr. Gray Scott, seemed to have taken severe steps against their conduct that brought to his notice, still some heedless conductors go on driving the cars with the assumption that they are the masters of the roads; that no man as a rule should walk on the tram line. Just opposite the Murray Barracks this morning the conductor of the combination car No. 17, which probably left Causeway Bay at about 8.47 and reached Clock Tower at 9.08 a.m., had not the patience of allowing some coolies to remove their loads which were scattered on the tram line on a truck lying at a distance of 24 yards from the tram line, and thus smashed a basket containing some water and empty bottles to the value of about \$5. The poor coolies were left to mope the loss and to look for the guardians of the peace whom one can hardly always find ready at hand.—Yours, etc.,  
HONGKONG, 22nd September, 1908.

## EYE-WITNESS.

HONGKONG, 22nd September, 1908.

## ALLEGED PIRACY.

FOUR SUSPECTS ON TRIAL AT THE CRIMINAL SESSIONS.

The Criminal Sessions was continued this morning, Mr. Justice Gompertz presiding. The second case on the calendar was that in which four men, supposed fishermen, were charged (1) with committing armed robbery within the waters of the Colony, and (2) being in possession of stolen property.

Mr. W. Reed Davies, Attorney-General, with whom was Mr. R. Dennis, of the Crown Solicitor's office, prosecuted. The accused, who were undefended, pleaded not guilty to the charges.

The jurymen empanelled were:—Messrs. J. H. Underwood, A. McDougall, A. W. Waidman, V. A. de Paulo Colloco, S. T. Neville, O. D. Barretto and S. Musso. Mr. Underwood was selected foreman.

It was stated by the Attorney-General that the case was one of piracy, which was perpetrated near Tai Loong Village in the waters of the Colony on August 9th last. A junk, he stated, belonging to a man named Li Ng, left Hongkong some days previously for Ping Hoi.

There was a crew of five men aboard, and the junk carried a cargo of flour and kerosene oil. About nine o'clock on the night in question when the junk had arrived at the entrance to Tai Loong Bay a boat put off from the shore, and the crew could hear the voices of men calling upon them to stop. This was followed by the report of a gun. The master and the crew fled to the hold, where they concealed themselves. The boat came alongside, the pirates boarded her, and the marauders proceeded to possess themselves of all that was on board. From the stern of the junk they took away a quantity of clothing. Two of the crew were stripped of their clothing and they were relieved of all the money they had on them. There was not much money, the Attorney-General remarked, but what there was (\$7) they took. After a while they searched the hold and transferred to their boat a quantity of flour and kerosene. The pirates next took charge of the junk, and with their own craft alongside, made for Tai Loong harbour and beached her. In order to protect themselves they cut the sails of the junk, and decamped. Next day the owner of the junk set sail for Ling Chung Wan and on arrival there they gave information to the police.

The question now, the Attorney-General said, was one of identification. Two of the accused had been identified as being the men. If the jury were not satisfied that all of them took part in the robbery, then they must say if one or the other or both of the identified men were guilty. The fourth accused had been identified by reason of the fact that he went down into the hold to give the master some cones. He played the part of the good Samaritan and as a result he was identified by the crew, whom he also took part in stripping. The second and fourth accused were later identified in jail, being picked out from a group of other men. As regarded the others, part of the stolen property had been found in their possession. The accused were all arrested in a match at Tytam-tuk. Under a bed in the shed, the police found a number of tins of kerosene oil, on the bed was a quantity of clothing, and somewhere else in the room were several sacks of flour, all of which bore special marks by which they could be recognized.

The other two men—Nos. 1 and 3—were not identified, but as they were found in possession of some of the stolen property the law required that they give a reasonable account of how they came into possession of it. Unless they could do that they were equally guilty.

Evidence was then called.

The first and third accused were sentenced to three years' hard labour each, on a verdict of 6-1. The second and fourth accused were each found guilty unanimously and a sentence of five years' hard labour was passed.

## TRADE-MARK PIRACY.

RESULTS OF THE JAPANESE-AMERICAN TREATY.

Tokio, September 15.—Telegrams from Seoul report that foreign merchants are in a state of alarm because Japanese merchants at Seoul and Chemsu are now pirating non-American foreign trademarks, in order to compensate themselves for the enforcement of the treaty between America and Japan.—*N. C. D. News*.

## TYPHOON WARNING.

The American Consulate-General received the following telegram from the Manila Observatory at 11 K.M. to-day:—  
Cyclone or typhoon over Philippines Islands bearing W. or W.N.W.

## SWATOW CAUSE CELEBRE.

ALLEGED WRONGFUL DISMISSAL.

[From Our Own Correspondent.]

Swatow, 19th September. An action for alleged wrongful dismissal in which damages to the amount of 112,000 were claimed, between Mr. Leo Yan Sze, Plaintiff, and Messrs. Lim Yam Jeng & Co., Defendants, has been fought out here before Judge Vincent and a jury. The plaintiff was represented by Mr. Jones, of Shanghai, and the defendants by Mr. Henry Berkeley and Mr. Johnstone of Hongkong. The case lasted four days and excited a good deal of local interest. Judgment was given for the plaintiff with damages awarded in the sum of Tls. 20,000 and costs.

## THE HARBOUR RACE.

THOMAS WINS AGAIN.

Considerable indecision prevailed yesterday as to the advisability of holding the harbour race fixed for yesterday evening. The information communicated to the Press in the forenoon announced a postponement of the contest, and it was not until late in the afternoon that the earlier decision was reversed and the race brought off at 5.45 p.m. A sporting contributor sends us the following report:—

Great deal of interest was manifested in this race, which took place yesterday afternoon in spite of the boisterous weather which made it very hard for some of the contestants, more especially those who are accustomed to the single over-arm stroke. A couple of launches conveyed competitors and spectators over from the V.R.C. to the Police Pier at 5.30 p.m. Mr. A. Rodger, chairman of the Victoria Recreation Club, fulfilled the duties of judge, Mr. Frank Lammert acted as starter, and Mr. R. C. Wittichell as referee. A good many launches also accompanied the swimmers on their journey over, whilst the prays between Murray Pier and the V.R.C. was crowded with a large number of interested onlookers who waited there from 5.30 p.m. until all the swimmers had come in, in spite of the rain which fell shortly after the commencement of the race.

Out of the fourteen entrants, thirteen started, viz.:—Private Corbell, 3rd Middlesex Regt.; P. M. Remedios, A. R. Ellis, C. J. Cooke, A. V. Barros, Sapper Haller, R.S., J. Clerk, F. C. S. Rozz (*Empress of China*), A. S. Ellis, J. M. Roza Pereira, G. Wittichell, A. E. Thomas (*Tamar*), and C. Alarakia.

Punctually at 5.45 p.m. the race was started; the swimmers taking the water together. Little could be seen of the race from the Hongkong side until the swimmers had completed over two-thirds of the distance, when Cooke, who was about a hundred yards or so ahead of Thomas, was first spotted going strong, making straight for the V.R.C. A few seconds later the marine could be seen coming in very fast from the direction of the *Tamar*. Barros was also seen a little distance behind Cooke as also was Remedios. The other swimmers were scattered about in all directions, some being taken down by the strong current which was running, as far as the blue-funnel line, thereby losing considerable water. When about a hundred yards or so from the V.R.C. the issue of the race looked a bit doubtful, as Cooke was coming on very fast with a powerful tugboat stroke, whilst Thomas, who now had the current a bit in his favour, was also swimming the double stroke and appeared to be doing well, but on passing the Club house, the latter came on a bit faster and won comfortably, with a margin of a length from the second man, in 25 minutes. The moment the winner touched the prays wall he was greeted with tremendous applause from the spectators on the prays, as well as from the V.R.C. It is worthy of note that the first three men this year finished in exactly the same order as last year. Barros finished third with nearly fifty yards' distance from Cooke, the second man.

The other swimmers came in the following order:—

4th ..... P. M. Remedios.  
5th ..... A. S. Ellis.  
6th ..... J. M. Roza Pereira.  
7th ..... A. R. Ellis.  
8th ..... George Wittichell.  
9th ..... F. C. S. Rozz.  
10th ..... Sapper Haller.

The remaining three swimmers did not finish and were picked out of the water.

At the conclusion of the race, the spectators gathered in the Club Gymnasium to witness the distribution of prizes to the successful swimmers by Mrs. B. Brown.

Mr. Rodger, chairman of the V.R.C., said he felt sure all were satisfied that they had witnessed a good race, and the winners finishing in the same order as last year. On behalf of the competitors and swimmers generally, he wished to thank the *China Mail* for inaugurating the race and for providing the prizes. These races brought out qualities of endurance, and he hoped that the race across the harbour would be continued.

The prizes were then presented to the winners who received loud and hearty cheers.

Three ringing cheers were then given to Mrs. B. Brown, and three to the donors of the prizes. Mr. Brown thanked Mr. Rodger on behalf of his wife for his remarks and the cheers.

## MARCONI AND THE C. P. R.

It is reported that the C. P. R. is considering the equipment with wireless telegraphic apparatus of the *Empress* steamers. Over a year ago an announcement was made that arrangements had been concluded with the Marconi company for the installation of apparatus on the *Princess* steamers of the coast fleet and the *Amur* and *Tiva*, but owing to the disagreement then prevailing between the Marconi company and the Dominion government, nothing was done. The Marconi company under its arrangement insisted upon communication only with its own land stations and as the company has no land stations on the British Columbia coast there has been a delay. Now it is stated that arrangements will be made to equip the C. P. R. steamers with another system.

## Telegrams.

[Continued.]

## Diplomatic Change.

London, 20th September. Herr van Royen, Councillor of the Dutch Legation in London, has been appointed Minister for the Netherlands at Tokio.

## The Suicide of General Liard.

A verdict of suicide while temporarily insane was returned at the inquest on the body of General Liard.

At the inquest on his wife it was shown to be impossible for the General to have been present at the murder of the deceased lady.

## The Canadian Forest Fires.

The forest fires in Canada are now nearing Ottawa, where it is impossible to see fifty yards for the overhanging pall of smoke and fog to which it is attributed.

The fires are also delaying New York shipping.

## The British Army Manoeuvres.

20th September. The British Army manoeuvres which were abandoned owing to rain, and subsequently resumed on the South Downs, have ended in a twenty-four hours' battle resulting in the invading forces completely crushing the Britishers.

The manoeuvres were carried out under actual war conditions, the officers being supplied with little information and left to their own initiative.

## Trouble on H.M.S. "Gibraltar."

H.M.S. cruiser *Gibraltar* has arrived at Perth, Western Australia, with a bluejacket in iron, he having confessed to the throwing overboard of gun sights valued at seven hundred pounds sterling when a fortnight out from Plymouth, thereby rendering the ship inefficient. He will be taken on to Sydney where he will be court-martialled.

## CANTON DAY BY DAY.

WOMEN'S SERVICES RECOGNISED.

[From Our Own Correspondent.]

Canton, 21st September. On the 19th instant medals were distributed at the Shi Mun college by the Central Relief Committee to a number of ladies and girls students who had rendered kind services at the recent Canton Flood Fund Bazaar, as stallholders in collecting funds to assist the sufferers. The recipients of the medals expressed their satisfaction at the successful outcome of the Bazaar.

## NEW OFFICE.

The Viceroy has instructed Chan Mong Tsang, the newly-appointed Taotai for the Development of Native Industries at Canton, to assume the duties of his new appointment as soon as possible after handing over charge of the office of Kwangchow Prefect to his successor, Ko Kun Cheung. The offices of the present Bureau of Agriculture, Industries and Commerce will be occupied by the newly-appointed Taotai as his temporary office, pending the completion of repairs to the old Hoppe's yamen building, which will be utilised as his yamen.

## APPOINTMENT.

Lieutenant Cheung Tien Kied of illness on the 14th instant, and the Brigadier General of Kwangchow, Li Mong Yach, has been appointed to fill the vacancy. Wu Ling Sun has been appointed Li's successor as Brigadier-General of Kwangchow.

## AGED OFFICIAL IN DISORACE.

Chan Chi Mee aged nearly eighty, formerly a Brigadier General of Weichow, who was arrested a short time ago by order of the Viceroy on charges of alleged malpractices, has been sentenced to imprisonment for life.

## EDUCATION.

The Canton authorities have received instructions from the Ministry of Education at Peking to report on the present condition of the colleges and schools in the Kwangtung province, where reform has been effected in the training of the students together with the number of them.

## BIRTHDAY OF CONFUCIUS.

It being the first time that the 27th day of the 8th moon, the birthday of Confucius, will be observed as a general public holiday, the Canton Self-Government Society has issued circulars to the effect that in honour of the occasion the people of all classes are invited to attend the services to be held at the Temple of Confucius on that day at 11 o'clock in the morning.

## NOTABLE JOURNALIST FOR SINGAPORE.

"STRAITS TIMES" MANAGING EDITOR.

Mr. Alexander William Still, one of the best known journalists in England, is due to arrive by the North German Lloyd steamer *Zarin* on Saturday to take up the position of managing editor of the *Straits Times*, says our contemporary of this date. Mr. Still, who is a native of Aberdeen, was educated at Aberdeen and London, and edited *Journalism* in 1876. After serving on several journals in Scotland and England, he became editor of the *Birmingham Daily Gazette* in 1890. This position he resigned when the journal was taken over by Mr. C. A. Pearson in 1904 and amalgamated with the *Midland Express*. Mr. Still then became leader writer on the *Morning Post* London. In 1906, Mr. Still was editor of the *Phoenix* at Allahabad, getting a close insight into Indian affairs, and since his return to London he has been engaged in various capacities on the staff of the *Full Mail Gazette*. He was president of the Institute of Journalists in 1907, and took an active part in spreading the influence of the Institute throughout the country. Apart from his journalistic abilities, Mr. Still has the respect and esteem of his colleagues in the profession, and his coming to Singapore is a distinct gain to the *Straits Times*. During his residence at Allahabad Mr. Still took as large a share in the political life of the city as his private and public duties allowed. He is a justice of the peace and a member of the Birmingham University.



## RAUB GOLD MINES.

## A VISIT TO THE PROPERTY.

From Raub, a well made road trending to the northward leads through a pleasant valley which broadens after about one and a half miles into an open tract of country surrounded by jungle-covered hills; and here is Raub Gold Mine. But the customary ugliness of a mine is missing, writes a special commissioner of the Malay Mail. No huge dumps disfigure the landscape. From the road, as one approaches, the tailings are out of sight. Here and there the roofs of buildings and the heads of shafts stand out of the green undergrowth of the level ground, ringed with its encircling dark green hills. But as one goes further along the road, past Chinese vegetable gardens, and through the large village which has grown up to house the workers in the mine and supply their wants, one becomes aware of a railway and an electric cable line, the latter stretching far away till it disappears among the hills, and all the while the increasing roar and clank of machinery tells of the far from primeval methods the primeval jungle holds.

Here, thirty years ago, by tolls me journeying from the far east coast, came the pioneer of modern mining in Malaya, Mr. W. Bibby. Here, through difficulties of transport almost unimaginable, up more than 100 miles against the stream of the swift-flowing Pahang river and over thirty-nine miles of jungle tracks, he brought the heavy plant necessary for deep mining. Here, in a practically unknown country, he sank the first shaft called Raub Hole, from which much gold was won, now abandoned fifteen years ago and overgrown with jungle. It is difficult for the modern traveller who, leaving Kuala Lumpur in the early morning, reaches Raub with ease and comfort after some eight hours' journey by rail and motor bus, to imagine the isolation of the place when there was no road over the mountains to the westward and the only communication with the world lay to the east along the river Pahang. But perhaps some idea may be gained when it is remembered that not for a considerable time after the opening of the mine did any one come to it by the western route, and then the travellers had to ride up on the backs of elephants.

But this article has to do rather with gold mining as it is now carried on at Raub than with stories of the past. Besides Raub Hole, Mr. W. Bibby opened the celebrated Bukit Koman shaft, which, after being worked at 140, 340, 440 and 540 feet. Three years ago the Stope mine shaft was opened about half a mile south of Bukit Koman. This was first worked at a 60 ft. level and work is now going on at the 160 ft. level. Here it is intended to follow the lode, not only deep into the ground, but further to the south again where a new shaft named "Anderson," after the chairman of the Board of Directors, is being sunk, and from which, as soon as the installation of pumping machinery is completed (and it is very far advanced), the lode will be worked backward towards Stope mine as well as southward. Besides these two shafts there are various surface alluvial workings; but, though they may yield valuable returns for a time, they are quite apart from the permanent business of the mine.

## METHOD OF MINING.

The method of working employed in the shafts at Raub is identical with the method in general use on the Rand. It is easy to understand when one is actually in the mine; but not so easy to make plain on paper without the help of a plan. The position of the lode, which runs with the strata, having been ascertained, a shaft is sunk a little to one side of the lode. When the required depth is reached, a tunnel is driven across the strata of the lode and this is called the cross-cut. When the lode is reached a tunnel is driven along it (at right angles to the cross-cut) until a point is reached upon it is reached. Then, midway between the commencement of the tunnel at the end of the cross cut and the tunnel's end, a small shaft called a wire is sunk from the surface of the ground to the level, as the tunnel is called. The wire ventilates the level and also provides a guiding point in the next stage of the proceedings, and that is the removing of all the lode from the level upwards to within a few feet of the surface by a method called stoping.

This is accomplished in the following way. The level is stightly timbered for some distance from the wire in both directions. Then, from the wire, the quartz, which comprises the lode, is removed in a sloping direction from both sides. Part of the space, thus made, is filled with waste rock, excavated for the purpose, which rests on the timbered roof and forms a secure floor for the men to stand on. Further along the level, the process of working from other mines is repeated. So the work goes on all almost the whole of the lode between the level and the surface has been removed, and its place taken by waste rock. Then the shaft is sunk lower and the process repeated with cross-cut, level, and upward excavation to the floor of the former level. The actual excavation is done by blasting, and the rock so loosened is rolled down shoots to the level, along which it is conveyed to the bottom of the shaft in trucks which are hauled to the surface, and taken along the narrow-gauge railway by locomotives to the crushing mill where the process of extracting the ore takes place.

## MILLING THE QUARTZ.

The trucks are drawn to the top of the slope on which the mill stands and there they are tipped, the rock they contain being shot on to screens which allow the small pieces to fall through, the pieces too large to pass through the screens being picked up by hand and flung into the crushers. These have a likeness to the mouths of monstrous animals, and there is something animal-like in the ease with which they change the solid rock into tiny pieces in the space of a few seconds, and then go on mouthing their fearful jaws as though eager to deal with the next piece thrown to them. Here the noise is terrific, but when one descends to the next floor, where the stamps are at work, it becomes literally deafening. The loud

about is inaudible and all orders are given by signs.

## THE STAMPS.

The stamps, of which there are forty, arranged in batteries of ten each, are not unlike miniature steam hammers. They fall upon iron blocks resting upon a bed of concrete with a layer of wood between the concrete and the iron to provide the slight amount of "give" necessary to avoid the cracking of the beds. It is interesting to note, by the way, that the new idea is to substitute a layer of rubber for wood. The broken fragments of rock which come down the shoots from above are here pounded into fine powder. A constant stream of water flows under the stamps and carrying these minute particles of sand with it, passes through fine wire gauze screens and then over sloping copper sheets covered with mercury. The mercury retains the gold, and the sheets gradually get covered with a fine silvery matter. This is amalgam, and contains 33 per cent. of pure gold. At intervals the amalgam is scraped from the mercury-covered copper tables, rolled up into lumps, and taken away to be retorted. The separated mercury is used again and the gold is smelted into brick-shaped ingots ready for the bank.

Until recently, the still sandy water which flowed away from the mercury tables was let go as tailings, but now, by means of a long chemical process, much gold, which previously went to waste, is won from it. The tailings are now run over a succession of four inclined troughs called Wilfley tables where iron and other sulphides are extracted. From the Wilfley tables the water runs off as tailings, leaving a deposit behind known as concentrates. These are taken away, and having passed through a small mill, go into a large vat (there are five of them at Raub) containing cyanide in solution. Here the fluid is "agitated" by gigantic stirrers. From the vats, the cyanide passes through a series of extractor boxes containing zinc shavings which collect all the gold in the solution (technically the gold is said to be "precipitated" upon the shavings). The cyanide in solution, after leaving the extractor boxes, runs into two enormous vats called "sumps" where it receives any additions necessary to keep it up to the required strength, and whence it is pumped up to the vats above and used over and over again. Meanwhile the zinc shavings are treated with acids and then at last are ready for smelting.

This is the process of treating all the quartz brought to the surface at Raub, excepting that the ore from one of the crushers, instead of passing under the stamps, is pounded in a large revolving mill something like a churn called a "Huddington mill."

## POWER.

All the power requisite to drive the complicated machinery we have attempted to describe, as well as the 45 horse-power Cornish pump and 70 horse-power hauling engine at Bukit Koman, is provided by electricity, which also works the machinery in the large repairing shop near the crushing mill, where all but very exceptional injuries to the plant are made good. The electricity is generated by water and conveyed along wires a distance of nine miles to the mine itself. It speaks well for the progressive policy pursued at Raub that the installation dates from nine years back, and the excellence of the plant is testified to by the fact that breakdowns seldom occur, and serious breakdowns never, and this though one of the generators is similar in make to those of smaller size than one, of those which convey from Ulu Gombak to Kuala Lumpur so variegated a supply of electric current. Of course all the light required above ground at Raub is electric; underground, candles are used. Although electricity is the chief motive power, there is a certain amount of steam, as for instance, the temporary pumping engine at Anderson shaft and the locomotives on the light railway.

## LABOUR.

The superintendence of the mine is entirely in the hands of Europeans of whom there are thirteen including the Manager. Each man is in charge of a certain section of the mine or plant, and for his section he is always responsible day and night, for work at Raub never ceases. The stamps run continuously from year to year, if we except the pauses of a few minutes necessary in each individual battery while the amalgam is being collected, while below ground the work of excavation always continues. The labourers work in three shifts of eight hours each. The underground work is done entirely by Chinese, and all work is given out on the contract system. Above ground the labour is Chinese, Malay and Tamil. The drivers of the locomotives on the railway, and of any steam engines which happen to be in use, are Malays, the labour required in connection with the electric plant being Tamil. Altogether there are 850 men employed on the mine.

When our representative paid a visit to the mine a short time ago he descended, not Bukit Koman, which most visitors see, but the comparatively new Stope mine shaft which already produces the largest amount of gold and which lode to workings in the same lode as that to be approached from Anderson shaft, which latter will become in time the principal shaft in the mine. Down at the 160 ft. level in Stope mine the lode is perfectly obvious, even to the uninitiated lay observer, for it is entirely different in colour and general appearance from the dark shaly rock which walls it on either side. Also it gleams and glistens with thousands of minute fragments of pyrites which, sparkling in the flickering candle-light, make its appearance quite picturesque. The disadvantage of Stope mine from a spectator's point of view is that it is a good deal wetter than Bukit Koman and what with drippings from above and splashes from below, no one who has been in it long can emerge very dry. It is surprising, however, to notice how cool the atmosphere is, for one somehow expects the air to be outrageously stuffy. Bukit Koman, in fact, is a good deal warmer; in fact from the mouth of the shaft a mist caused by heat occasionally rises.

## TYPHOONS.

## THEIR ORIGIN AND DEVELOPMENT.

The September issue of the North Pacific chart of the United States Hydrographic Department has a timely article on typhoons in the eastern waters, more prevalent during this month than at other times. The typhoon of the western Pacific Ocean is in many respects the counterpart of the West Indian hurricane of the Atlantic. Both classes of storms have their origin in the vicinity of tropical groups of islands, and under similar barometric conditions; both undergo the same slow development and exhibit the same tendency to recurve upon reaching the northern limit of the E. N. trades. A typhoon, or tropical cyclonic storm of the Pacific, is due primarily to the appearance, generally within the sea enclosed by the Philippines, the Western Carolines, and the Marianas Islands, or within the China Sea, of a local area of low barometer, brought about by the inequalities in the temperature conditions of the atmosphere. In its incipient stages, the efficiency of atmospheric pressure throughout this area may be slight, amounting to only a few hundredths of an inch. According to varying conditions, such a depression may either be dissipated or it may deepen and ultimately develop into a well-defined storm-centre, giving rise to winds of hurricane force. At the centre, and during the height of the storm, the barometric pressure may fall as low as 28.50 inches. The space, however, over which this exceedingly low temperature prevails is generally small, sometimes not more than a few miles in extent.

Around this central low temperature, which constitutes the heart of the storm, the winds circulate in a direction contrary to the motion of the hands of a watch, not in circles, however, but in spirals, which continually approach the centre; the curve described by the air being similar in many respects to the familiar path followed by the water in escaping from a circular basin by a central opening in the bottom. To the north of the storm centre we thus have easterly and north-easterly winds; to the south, westerly and south-westerly winds; east of the centre, southerly and southeasterly winds; west of the centre, northerly and north-westerly. The strength of the wind diminishes as we go outward, the winds of typhoon force rarely extending farther than 300 miles from the storm centre.

If the storm centre remained stationary, a vessel hove-to under storm canvas would experience no steady shift of the winds, but would simply feel the force of the gale increase until its full violence was attained, after which it would gradually blow itself out, all from one quarter. Such, however, is never the case. In addition to the movement of the air around the storm centre, there is a progressive movement of the centre itself, carrying with it its circulating system of winds. In low latitudes the direction of this movement for all typhoons has a westerly component, some storms continuing this course and entering the mainland of Cochinchina; others recurve towards the northeast and skirt the coast of Japan. Omitting the typhoons which recurve to the China Sea, the Middle Dog Lighthouse, at the northern entrance to the Formosa Channel, is the centre of the region of recurrence. The velocity of the progressive motion of the storm centre varies; within the tropics it rarely exceeds ten miles an hour, being much more regular than in higher latitudes, where the velocity ranges from zero, the centre at times appearing to become all but stationary up to forty miles an hour.

The present theory of tropical cyclone storms requires that there shall exist at the centre, towards which the converging surface winds are directed, a rising column of warm, moist air. Upon reaching the higher levels of the atmosphere, the water vapour borne aloft by this air is condensed into clouds, which are carried by the now outward curving winds away from the centre on all sides. These clouds, then, which are of the cirrus type, radiating in long feathery streamers from the region of the ascending column, constitute for the sailor the best indication of the approaching typhoon, sometimes making their appearance when the storm centre is 1,500 miles distant. As the centre approaches, the density of the cloud canopy deepens, until the belt of nimbus, from which torrents of rain descend, is attained. The width of this belt in front of the centre is, in general, about 150 miles; in the rear it is less.

The first barometric indication of the approach of a typhoon is the disturbance of the diurnal range. In these low latitudes, a good mercurial barometer, during settled weather, should show a decided maximum about 10 a.m., the reading at that hour (after correction for initial error and for temperature) standing between 29.85 and 29.95 inches (758.2 to 759.7 millimetres), while about 4 p.m. there should be a corresponding minimum, the reading at that hour being about 0.10 inches (2.5 millimetres) less than at 10 a.m. The same thing is repeated at 10 p.m. and at 4 a.m. If the forenoon maximum is appreciably below 29.85 inches, or if the descent between this and the afternoon minimum is markedly greater than one-tenth of an inch, the weather should be watched with great care. Several successive days of light variable winds and calm; at period of hot, sultry weather, increasing moisture of the atmosphere, shown by the diminishing difference between the wet and dry bulb thermometer, increasing amount of cloud and ominous heaving of the sea, are all conditions foreboding the occurrence of the typhoon.

To fix the direction of the storm centre from the vessel, it is thus only necessary to face the wind; in which case the centre will lie ten points to the observer's right. By assuming a rough value of the distance from the centre (remembering that, in general, as long as the barometer continues to fall this distance is diminishing), and observing this rule, it is often possible to obtain a fair idea of the path followed by the latter. In this process the

error and distance made by the vessel must be taken into account. A second method of estimating the direction of the storm centre is by observing the lower clouds, the direction of whose motion is often at right angles to (eight points from) the bearing of the storm centre. This method often furnishes a more trustworthy result than the former, especially in the neighbourhood of the coast where the direction of the surface winds is apt to be disturbed by the presence of the land. Too great reliance, however, must not be placed on a single observation, by either method. Concerning the incurvature of the winds, it may be stated that the value generally assumed, viz., two points, is only approximate, being the average obtained from a study of the wind observations in a large number of typhoons. The actual value may range from zero, which would place the storm centre eight points to the right of an observer facing the wind, to four points, which would place it twelve points on his right. For the same typhoon the incurvature of the winds of full hurricane force near the centre of the storm is apt to be less than that of the more moderate winds in its outlying portions, the former winds frequently blowing almost parallel to the isobars. The incurvature is also apt to be a point or two greater and much more uniform in low latitudes, where the motion of the storm centre is slow, than in high latitudes, where it frequently becomes rapid.

A vessel warned by her barometer and by the character of the winds and sea that a typhoon is approaching should, if the sea room permits, seek to avoid it by running. In general terms it may be said that the semi-circle of the storm towards the equator is the less dangerous, as storm centres in both hemispheres show a constant tendency to move towards higher latitudes. A vessel in this semi-circle, therefore, is free from the danger of again meeting the typhoon after receding. If the fall of the barometer and the shifts of the wind are slow, it means that the storm is yet at a distance, and a swift vessel, taking advantage of the increasing favourable winds, may manage to outstrip it and thus escape the loss of time incidental to heaving-to or seeking the southern semi-circle. It is, however, only in the outlying portions of the storm that it is possible to carry sail. Near the centre the vessel must be hove-to under as little canvas as possible, and much depends upon the proper tack.

## BANKRUPTCY IN 1907.

## BAD YEAR FOR SINGAPORE.

The annual report on the working of the Bankruptcy Department during 1907 was laid on the table of Council last week. The balance of receipts over expenditure in Singapore was nearly eight thousand dollars, a high percentage, when it is seen that the total receipts were only twenty-two thousand odd. In Penang the balance was about one thousand. The Official Assignee says that on general principles a large excess of revenue over expenditure is apt to be desired.

## AMOUNT OF INSOLVENCY.

The report goes on to state:—The year 1907 proved to be a record one for Singapore as regards the number of RECEIVING ORDERS made. Towards the end of the year there was a good deal of uneasiness in business circles, to which the slump in the price of tin and the financial crisis in America with its unavoidable reaction all over the world undoubtedly contributed. In addition there was a large amount of unhealthy speculation in exchange which proved disastrous for many of those concerned. Credit, on which Singapore lives, was shaken. There is a good deal to be said for settlements outside, without coming into bankruptcy. The creditors get cash down, they know exactly where they stand, and business can be resumed in a short time with possibly, safeguards against further losses. On the other hand it is for the general good of the trading community that insolvent traders should go through the Bankruptcy Court. They are at least prevented from trading in the same way as before. They are liable to be punished for offences against the Ordinance, and publicity is given to their methods of trading.

**BANKRUPTCY NOTICES, PETITIONS, ETC.** There can be no doubt that many petitions are still filed merely for the purpose of extorting money from debtors, and there were numerous cases of several petitions against a debtor being withdrawn one by one as the respective creditors were settled with. A postponement of the hearing of a petition when a bona fide settlement with all creditors is being made is desirable, but the cases decided in England make it quite clear that a petition should be dismissed when it is filed solely for the purpose of extortion. *Vide re Atkinson ex Atkinson & Morrell 1903. In re Olway ex Olway 24. Manson 174. Referred to with approval in re Behro 7. Mans 284.* It would be more satisfactory if, before a petition was allowed to be withdrawn, an affidavit was submitted by the debtor stating who the creditors were, and also a statement signed by all such creditors to the effect that they had been settled with.

**ABSCONDED DEBTORS.** To arrest a debtor under Section 24 is not an easy matter, especially under (1) (a) the absconding section. It is difficult to prove a man has absconded, i.e., placed himself outside the jurisdiction of the Court by leaving the Colony, without the evidence of someone who saw him on an outward bound ship or in a foreign country. On the other hand if there is reason to believe a man is preparing to leave the Colony, by the time the warrant is obtained, he has probably gone. According to a Chinaman does not entail much hardship on him. Whatever he goes he can usually find classmates and friends, and his tracker can be successfully covered up. In England a man probably suffers less hardship by remaining where he is, than by absconding. It would be more efficacious if the section used the word "hiding" for "absconding."

**INSOLVENCY, LIABILITIES AND GROSS ASSETS.** The gross estimated liabilities, during the year in Singapore, amounted to \$1,772,000. The gross estimated assets, however, Singapore, were \$1,515,000, while the gross assets realized

## To-day's Advertisements.

## HONGKONG JOCKEY CLUB. NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 3rd October, at 1.30 P.M., at the Office of the JOCKEY CLUB, on the Ground floor of the Hongkong Club Annex, Chater Road.

By Order,  
T. F. HOUGH,  
Clerk of the Course.  
H-541-100, 22nd September, 1908. (861)

## TENDERS are invited for the SUPPLY TO H. M. NAVAL YARD of the under-mentioned Timber Materials for one year from 18th October, 1908, viz:—

TEAK, AMERICAN FIR OR OREGON PINE, CAMPHOR WOOD, HARDWOODS, BARK, THICKSTUFF, SCANTLING, PLANK, AND BOARD.

Form of Tender, and information in regard to the conditions of contract, &c., can be obtained on application to the NAVAL STORE OFFICER, H. M. Naval Yard. A deposit of one hundred dollars will be required with each tender, but this will be returned on the acceptance or rejection of the same. The Tenders, which will be received till noon on 1st proximo, should be sealed and addressed to the Naval Store Officer, H. M. Naval Yard. The lowest or any Tender will not necessarily be accepted.  
H. RISSLAND,  
Naval Store Officer.  
Hongkong, 16th September, 1908. (862)

## POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 23rd inst., at 10 o'clock P.M., instead of as previously advertised.

A Reduction of 20% on First Class Fares to Fochow will be made during the Month of September.

For Freight or Passage, apply to  
DOUGLAS LARPAIK & Co.,  
General Managers.  
Hongkong, 22nd September, 1908. (863)

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

Captain Macfarlane, will be despatched as above on or about MONDAY, 19th October.

For Freight, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 22nd September, 1908. (864)

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APOAR,"

Capt. S. H. Bolton, will be despatched for the above Ports on THURSDAY, the 24th inst., at Daylight, instead of as previously advertised.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to  
DAVID SASSOON & Co., LIMITED,  
Agents.  
Hongkong, 22nd September, 1908. (865)

were \$103,375.74, being 5.4 per cent. of the estimated liabilities.

In Penang, the gross estimated liabilities amounted to \$537,034.18. The gross assets realized amounted to \$24,555.21, or 4.56 per cent. Excluding the case of Chop Kwong Jeng (No. 30 of 1907) where a composition of 60 per cent was approved, and where no assets came into the hands of the Assistant Official Assignee, the total liabilities are reduced to \$492,478.97, and the percentage of assets realized rises to 7.53 per cent.

From the table of insolvency during the past ten years in the Colony little can be deduced from the estimated per centum loss. The percentage varies from as little as 23.04 at Penang in 1903 to 100 per cent in Malacca in 1904 and 96 in Penang in 1900. But it may be said that extraordinarily high percentages occur when the number of insolvencies is very small. The liabilities in Singapore have risen very high since 1904 as have the losses to creditors, but last year was easier than 1906.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

## Selling.

London—Bank T.T. .... 1/9 5/16  
Do demand ..... 1/5  
Do 4 months' sight ..... 1/9 1/2  
America—Bank T.T. .... 2 3/4  
Germany—Bank T.T. .... 43 1/2  
India T.T. .... 13 1/2  
Do demand ..... 13 1/2  
Thailand—Bank T.T. .... 7 1/2  
Singapore—Bank T.T. per H.K. \$100 ..... 70 1/2  
Japan—Bank T.T. .... 100 1/2  
Java—Bank T.T. .... 100 1/2

## Buying.

6 months' sight L/O. .... 1/9 11/16  
6 months' sight L/O. .... 1/9 11/16  
10 days' sight San Francisco & New York 44 1/2  
1 month's sight do. .... 45  
10 days' sight Sydney & Melbourne ... 1/9 15/16  
1 month's sight France ..... 2 3/4  
1 month's sight Germany ..... 43 1/2  
Bank of England rate ..... 21 1/2  
Sovereign ..... 111.50

## OPIMUM QUOTATIONS.

## To-day's quotations are as follows:—

Per picul  
Malwa New ..... 1,000/1,100  
Old ..... 900/1,000  
Older ..... 800/900  
Oldest ..... 700/800  
Per chest  
Patna New ..... 1,100/1,200  
Old ..... 1,000/1,100  
Patna New ..... 1,100/1,200  
Patna Old ..... 1,000/1,100  
Patna Paper ..... 1,000/1,100

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## AUXETOPHONE

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## ROBINSON

## PIANO

## CO LTD

Hongkong, 22nd August, 1908. (866)

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## COLD SEASON."

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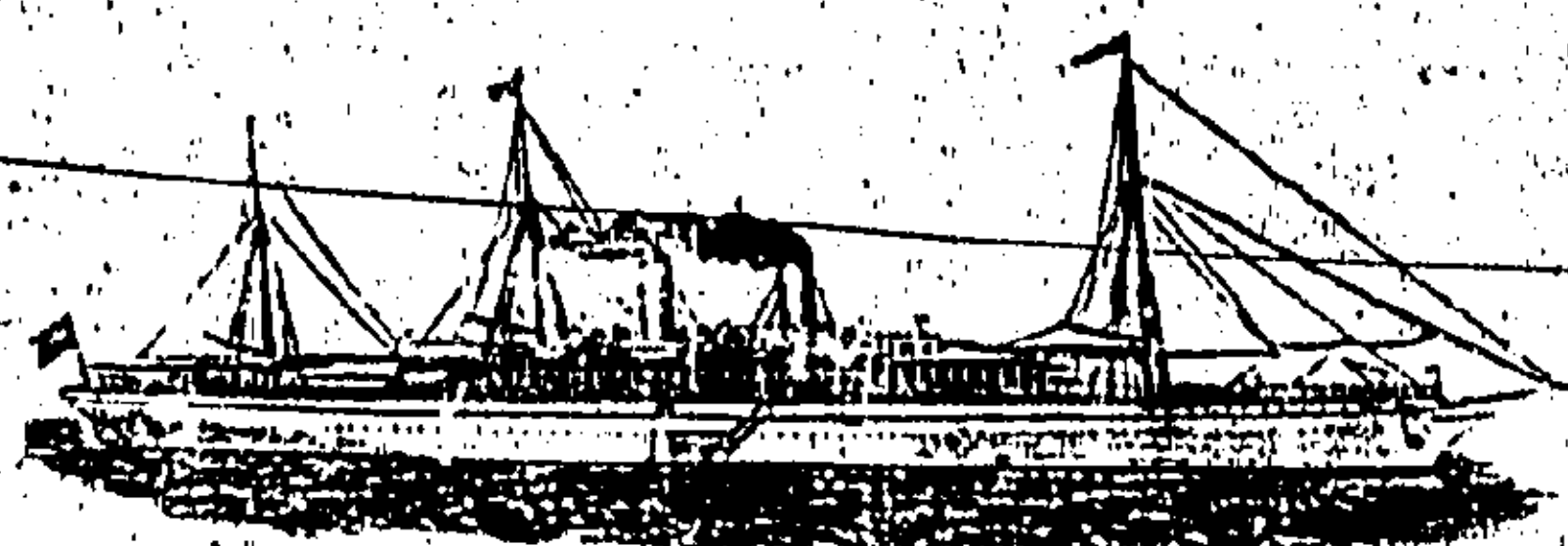
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The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific in the "Empress Line" - Saving 5 to 10 Days' Ocean Travel.  
13 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

## PROPOSED SAILINGS.

(Subject to Alteration).

H.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	SATURDAY, Sept. 26th	Oct. 17th
"MONTEAGLE"	6,163	SATURDAY, Oct. 3rd	Oct. 27th
"EMPERESS OF INDIA"	6,000	SATURDAY, Oct. 17th	Nov. 7th
"EMPERESS OF JAPAN"	6,000	SATURDAY, Nov. 7th	Nov. 28th
"EMPERESS OF CHINA"	6,000	SATURDAY, Nov. 28th	Dec. 19th
"MONTEAGLE"	6,163	SATURDAY, Dec. 12th	Jan. 5th, 1909.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.  
"EMPERESS" steamships depart from Hongkong at 4 P.M.  
S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and QUEBEC, with the Company's New Palatia. "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ..... 7/6 Canadian Atlantic Ports or New York 4/1 to Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... 4/0 " " " 4/2.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.  
R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to  
W. W. CRADDOCK, General Traffic Agent for China, &c.,  
Corner Padder Street and Praya, Opposite Blake Pier.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## (PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"YATSHING"	WEDNESDAY, 23rd Sept., 4 P.M.
SINGAPORE & SOERABAYA	"CHUNANG"	FRIDAY, 25th Sept., 1 P.M.
MANILA	"LOONGSANG"	FRIDAY, 25th Sept., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	FRIDAY, 2nd Oct., Noon.
MANILA	"YUENSANG"	FRIDAY, 2nd Oct., 4 P.M.
SINGAPORE, PENANG & ALOUTTA NAMANG	"NAMANG"	FRIDAY, 9th Oct., 1 P.M.

## RETURN TOURS TO JAPAN.

## OCCUPYING 14 DAYS.

The steamers "Kutsang," "Namang" and "Fooking" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang; For Freight or Passage, apply to

## JARDINE MATHESON &amp; CO., LD.,

General Managers.

Telephone No. 61.

Hongkong, 22nd September, 1908.

## CHINA NAVIGATION CO., LIMITED.

## SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
HOIHOW, FAKHOI & HAIPHONG	"SINGAN"	23rd Sept., 10 A.M.
MANILA	"TRAN"	23rd " 4 P.M.
CEBU & ILOILO	"ANHUI"	23rd " "
AMBOY & SHANGHAI	"TIENSHIN"	23rd " "
WEIHAWEI, CHEFOO & TIENSIN	"KUEICHOW"	24th " "
SHANGHAI	"SHAOSHING"	25th " "
MANILA, ZAMBOANGA and AUSTRIA	"TAIYUAN"	10th Oct., "

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

## BUTTERFIELD &amp; SWIRE,

AGENTS.

Telephone No. 36.

Hongkong, 22nd September, 1908.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and ships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 16th Sept., at Noon.
RUBI	2540	Almond	"	SATURDAY, 3rd Oct., at Noon.

For Freight or Passage, apply to

## SHEWAN TOMES &amp; CO.,

GENERAL MANAGERS.

Hongkong, 19th September, 1908.

## Shipping—Steamers.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

## "DEVANHA,"

Captain T. H. Hyde, R.N.R., carrying His Majesty's Mails, will be despatched from this office for BOMBAY, &c., on SATURDAY, the 3rd October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Victoria," 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo (or France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed direct by the R.M.S. "Faria," due to London on 14th November, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 19th September, 1908.

## FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship

## "GREGORY APCAR,"

Capt. S. H. Nelson, will be despatched for the above Ports on WEDNESDAY, the 23rd inst., at Noon, instead of as previously advertised.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to  
DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 21st September, 1908.

## NORTHERN PACIFIC LINE

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

KEELUNG, MOJI, KOBE, YOKKAICHI,

SHIMIZU AND YOKOHAMA

Steamer Tons Captain To Sail

Inveric 4,789 Jas. Boyd Sept. 26th  
Craighvar 4,415 B. C. Edmonds Oct. 9th  
Bawvic 6,235 W. Shotton Nov. 10th  
Kumovic 6,232 F. S. Cowley Dec. 1st  
Yeddo 4,593 G. B. McGill Dec. 22nd

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL &amp; CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 22nd September, 1908.

## REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

## PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK

S.S. "SHIMOSA".....10th Oct.

For Freight and further information, apply to

DODWELL &amp; CO., LIMITED,

Agents.

Hongkong, 8th September, 1908.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TAI".....Capt. E. W. WALKER.

"KWONG SUNG".....Capt. E. S. OWEN.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabin.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S. S. CO., LD.,

and

SHIU ON S. S. CO., LD.

No. 5, Queen's Road West.

Hongkong, 19th Sept. 1908.

## Shipping—Steamers.

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"JAPAN,"  
Captain J. G. Olfert, will be despatched for the above Ports on THURSDAY, the 24th inst., at 1 P.M., instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 22nd September, 1908.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

## "EMPIRE,"

Captain Helms, will be despatched as above on THURSDAY, the 15th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 21st September, 1908.

## Intimations

## FRENCH STORE

(late A. Chazalon &amp; Co.),

6, QUEEN'S ROAD CENTRAL.

HAVE just received a Fresh Assortment of AMERICAN GOODS comprising the following:—

## SALT HERRINGS, MACKERELS,

SALMON BELLIES, CADDISH

BLOCKS, SPICED NORWEGIAN

ANCHOVIES, SARDELLES,

CANNED FRUITS, ASPARAGUS,

&amp;c., &amp;c., &amp;c.

Hongkong, 22nd August, 1908.

## O. C. MOOSA,

1 &amp; 3, D'AGUILAR STREET.

## JUST UNPACKED A LARGE AND

## SPLENDID STOCK OF

## FRENCH MILLINERY,

IN

VARIOUS SHAPES AND COLOURS.

IN

BLK. AND TAN GLACE KID

from the best American Manufacturer

## FLANNELS, TWEEDS, SERGES,

Ladies' DRESSING GOWNS

and JACKETS.

Samples on application, Coast

ports orders carefully executed.

Hongkong, 24th January, 1908.

## THERAPION MAY NOW ALSO BE OBTAINED

IN DRUGS (TASTELESS) FORM.

## THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the Continental Hospitals by Boer, Roux, Jobert, Valadier and others, combines all the desiderata sought in a medicine of the kind, and surpasses everything like it.

THERAPION No. 1 is a rapidly acting tonic, cures a few days only, removes all chronic, especially suppurative, lesions, the use of which does irreparable harm by laying the foundation of suppuration and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found an absolutely efficacious, and, moreover, perfectly safe and reliable remedy.

THERAPION No. 2 is a powerful purgative, cures all constipation, biliousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 3 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 4 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 5 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 6 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 7 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 8 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 9 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 10 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 11 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 12 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 13 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 14 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 15 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 16 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 17 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 18 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 19 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 20 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 21 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 22 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 23 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

THERAPION No. 24 is a powerful tonic, cures all weakness, nervousness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses superior power in restoring strength and vigor to those suffering from overeating, indigestion, and to those who, by unhealthy diet, have become debilitated.

## HONGKONG AVERAGE MARKET PRICES.

Corrected 19th September, 200 cts. per 5 lbs.

## BUTCHER MEAT.

Beef—Prime and prime cut—Moi Lung—Pa—B—18

" Corned—Ham Ngau Yuk ..... 18

" Roast—Shiu " " " " 18

" Breast—Ngau Lam " " " " 15

" Soup, Tong Yuk " " " " 15

" Steak—Ngau Yuk Pa " " " " 18

" Sirloin—Ngau Lau " " " " 38







